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or

WWW.1937and1938Buicks.com

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TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XV • NUMBER 3 • JANUARY / FEBRUARY 1997

BUICK
1937  1938

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THE 9th CYLINDER

By HARRY LOGAN #651 • Editor

Happy 60th Birthday to all our 1937 Buicks

This unrestored 1937 Special Sport Coupe Model 46S belongs to **Dave Tacheny** (#997) in Minnesota. This original car has a radio, sidemounts, heater, a spotlight and the rear folding jump seats. This second photo shows the original interior of Dave's coupe. Looks very good for a 60 year old car.

This is the January/February issue, the third of six in our 1996-1997 publishing year. Our paying membership is now 445, down from 514 last year. I've just mailed out a hundred reminder notices to those who did not

renew. Hopefully many of those receiving reminders will rejoin our great '37-'38 Buick Club.



The last issue showed a photo (top of page 2) of a 1950 New York street scene with two '38 Buicks parked at the curb. I want to thank to **Tony Bracken** (#945) for sharing this photo with us. He commented on how much fun the children were having playing a game in the street with only a piece of chalk. How times have changed! Thanks Tony.

The full color magazine ad (bottom of page 2) shows a 1938 Special Streamline



FOUNDED IN 1980 BY DAVE LEWIS



(Slant-back) 4-Door Sport Sedan Model 47. These Buicks originally cost in the neighborhood of \$1,200. Notice the car has no bumper medallion. Buick built a little over 11,000 '38-47's. Thanks to **Doug Nelson** (#51) for sharing this ad.

Here's a photo (top of page 3) of master mechanic **Karl Anderson's** (#47) shop in Berryville, VA.

That's Karl with the hat and **Andy Diem** (#852) looking on with the back of **Von Hardesty's** (#964) maroon '37 Century Convertible showing.

This factory photo (second photo on page 3) shows a '38 Convertible Sedan. It is a Special Model 40C with the self-shifting transmission. Thanks to **Terry Dunham** for sharing this photo.

Dave Lewis (#237) our Club founder, is storing

an unrestored '38-40C self-shifter for the owner (see bottom photo page 3). Buick made 776 '38-40C's plus another 170 for export. Incidentally, if you need an original near mint condition Self Shifting Manual (see third photo page 3), **Andy Diem** (#852) has one of these for sale. Call him at (202) 364-8115 Eastern Time.



Here's our last convertible sedan photo for now (top of page 4). It's a maroon '37 Century Convertible Sedan Model 60C. All '37 and '38 Buick Convertible Sedans were slant-backs. The photo was taken at the BCA Nationals in Los Angeles a few years ago. Thanks to **Joe Giordano** (#333) for sharing this photo.

What color should you paint the rear bumper gravel guards? (see middle photo on page 4) The an-



≡TORQUE TUBE≡

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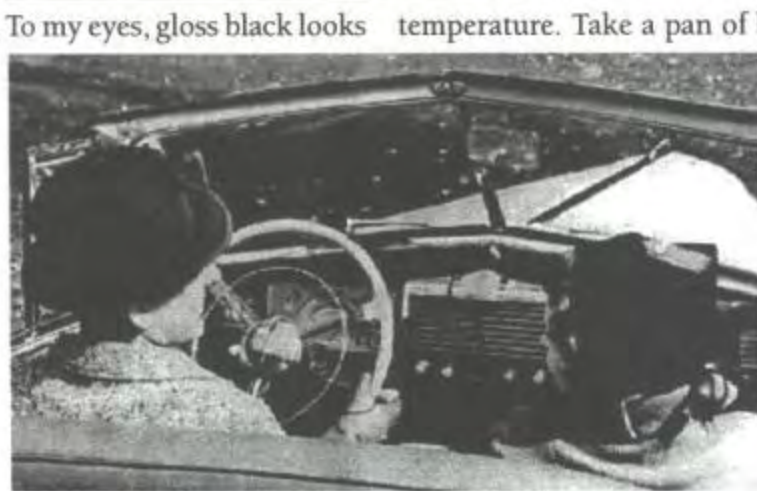
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swer is black, not body color. I have seen about 10 and all were black. Most were flat or dull black like this one on a '38 Special 4-Door Sedan Model 41 that still had its original Van Gogh Green paint. I have also seen them painted gloss black on recently restored cars. To my eyes, gloss black looks nicer, especially if the car has a new paint job. But the gravel deflector must be in excellent condition because gloss black will show up any dents or ripples in the metal.

I bought a used gravel guard and straightened it, but it showed all the ripples when painted gloss black. Now it's painted flat black and looks better as the ripples do not stand out. Does any member have more information on the color of gravel deflectors?

Dave Powers (#894) writes that he received the last *Torque Tube* just as he and his wife were leaving to go on vacation. But he grabbed the magazine and hid out until he had read most of it, then took it with him. Dave just got his '37 Roadmaster Phaeton 80C running after 2 years of work (an engine



rebuild, new brakes and other repairs).

Dave says he's looking forward to driving it in 1997.

One hint Dave offers deals with aerosol can spray painting. Dave says there is never enough pressure in spray cans so to increase the pressure, increase the temperature. Take a pan of boiling water out to where you are painting and place the spray can in the hot water for 3-4 minutes before spraying. After 5 minutes, re-heat the can to keep the pressure up. Dave says that heating the can will increase the spray pressure,

causing a finer atomization of the paint. (Ed. Never place aerosol paint cans over open flame or heating element to achieve better aerosol pressure. User beware.)

Dave Paulisin (#704) in Michigan gave his "best friend, mentor and brother" (that's one person) a subscription to the *Torque Tube*. Dave's

brother Bill is looking for a restored '37 or '38 Buick coupe like the one he had as a teenager. Dave and Bill are currently restoring a 1928 Graham-Paige 610 sedan exactly like the one their grandfather owned for over 30 years. His

grandmother didn't want it around as grandpa was now 90. So he sold to a kid who ruined it trying to make this mint original into a hot-rod!

The February, 1997 issue (#157) of **Special Interest Autos Magazine**

has an excellent article on the 1938 BUICK Y-JOB (see bottom photos). This concept car was built on a 1938 Buick Century chassis. It had the 141 hp Big Series engine, at that time GM's most powerful in standard production cars. (This compares to 135 hp for the standard 1938 Cadillac V-8).

The Buick engine also carried the stylistic advantage of being longer than the Cadillac V-8, justifying a long hood. Long hoods implied power in those days. The Y-Job became Harley Earl, the head of GM's Styling Section's personal car. He put more than 50,000 miles on it and was still driving it even after W.W.II. Many of its features such as the grille and bomb-



tion packages on Buicks for \$40.00. But he will do this for free to members who can supply him production information sheets (a Buick form called a Car Packing Slip, see example at bottom of page 5), or cars with unusual

numbers or situations. Terry can be reached at (407) 880-1258 or at PO Box 4057, Apopka, Florida 32704-4057.

Richard Parkes (#169) in Canada writes that he would like to see some old photos of factory assembly lines. Here are three (see top of page 5) from 1937 showing motor assembly, the body drop and painting. If any one has other assembly line shots, please loan them to me to share with our members in the **Torque Tube**.

In the May/June 1996 issue, I wrote how I check that my brake lights work using the ammeter and stepping on the brake pedal. **Charlie Ross** (#1015) in Warwick, RI checks his by watching their reflection on the white surface of his overhead garage door while looking in the rear view mirror. A burnt out bulb will cause that sides reflection to be dimmer than the working one.

sight hood ornament were used in later Buicks. What I wouldn't give to drive into the Buick National Meet next July with this masterpiece!

Buick historian and author **Terry Dunham** of Automotive Research Services develops informa-



(continued from page 4)



For Parts

CAR PACKING SLIP—ST COPY BUICK MOTOR DIVISION P. S. No. 180016

SALES ORDER BUFF 7-7-37	DATE	MOTOR NO.	DATE FIN.	FRAME NO.
NIAGARA FALLS 309 548				
MODEL 37-41	BODY COLOR & TRIM 502-300		BODY NO. 58607	KEY NO.
WHEEL EQUIPMENT FIVE		ADDITIONAL EQUIPMENT GREEN SPECIAL WHEEL R-1 HEATER R4 RADIO		
SPECIAL EQUIPMENT				
E. L. NO.	SOLD TO		SHIPPED TO	
CAR INITIAL AND NUMBER		BACK ORDER		

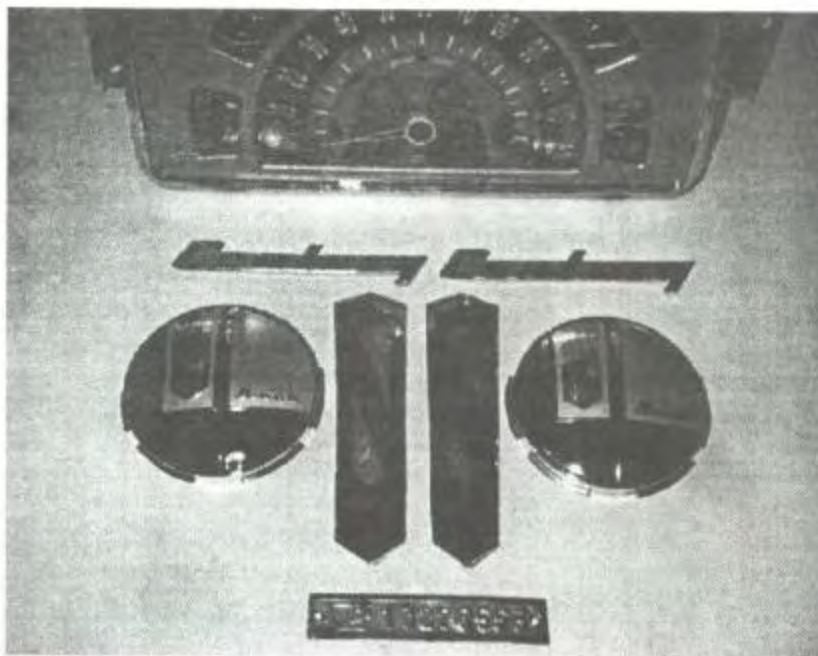
(continued from page 5)

This pickup truck with a Buick logo on the door belongs to **Bill Denney** (#863) in Dunbogan, Australia. It's parked on "Buick Drive" which is part of Bill's new home. He had a lovely home when I vis-

ited him 2 years ago, but was working on building a brand new home which has since been completed.

Bill is restoring a 38-60C Century Convertible Sedan. The photo of it (right) taken in 1946 in San Mateo, California before it was shipped to Australia.

He has restored the instrument panel and painted the horn button and grille and side panel emblems. At



the bottom of the photo is the frame tag with the number 1-3270553, a Flint built car. Buick only built 208 38-60C's, all of them in Flint, Michigan. So all 38-60C Frame Numbers should begin with a "1" and the Body Number on the

firewall data plate should have only digits (No "L" or "C" preceding the number). This is true for all 1937 and 1938 open cars as all were assembled in Flint, MI.

On an item mentioned earlier

in this section about Self-Shifter '38's is that to help members with these rare vehicles, I will publish a list of owners here in the **Torque Tube**.

They do not have to be members of our '**37-'38 Buick Club**. So if you own one of these rare vehicles or if you know of someone who does, please write to me or you can reach me through E-mail at (harrylogan@earthlink.net) with the owners name, address, phone number and car model number. I already know of several members with Self-Shifters, so my first list is based on memory:

Fred Graybeal (#1124)
3733 Hulen Park
Fort Worth, TX. 76109
(817) 924-1193
38-46

Jim Campbell Jr. (#134)
12188 Forest Meadows Dr.
Perry, MI 48872
(517) 675-7150
38-41

Chris Patrick (#1247)
21630 104 Pl. S.E.
Kent, WA. 98031
(206) 854-9821
38-41

Harry

Cover Cars

The cover photo of a 1938 Buick and a modern car gassing up at a period filling station appeared in a General Motors ad in Cigar Aficionado magazine. The ad celebrates the Centennial of the American Automobile. Thanks to **Terry King** (#826) for sharing this with us. The car on the back cover is a black 1938 Buick Century Sedan Model 61 parked in front of a quaint business in Jamestown, California. You can actually go inside and try your hand at "Panning for Gold." Jamestown is located in the Gold Rush Country of Northern California. This area is where the Gold Rush of 1849 took place. Note the man hanging by his neck above the car. This is sometime known as "Frontier Justice" and occurred frequently during the Gold Rush era.

1937-1938 EASTERN CLUB MEET

Saugatuck, Michigan - June 5 - 7, 1997

Headquarters: Timberline Motel
Blue Star Hwy., Saugatuck, Michigan
(1-800-257-2147)

Owners: Herb & Eva Klemm

Weekend rates:

Queen size bed - \$75.00 per night

Two double beds - \$85.00 per night

Note:

Rates are \$10.00 less
for mid week days.

Please make your res-
ervations directly
with the Timberline
Motel and we suggest
you do so as early as
possible to avoid the last minute rush.

Thursday, June 5: Check in at Motel

Friday, June 6: A tour is being planned to
Gilmore's Red Barn, Hickory Corners, MI.

This is a fabulous collection of cars!

Jesse and Sandy Cahue will host the tour.

Saturday, June 7: Hopefully time will
allow for harbor tours, a tour of the
Ferry Keewatin and perhaps time in Hol-

land, Michigan or shop-
ping in Saugatuck. Satur-
day night we will dine at
the "Avalon" Restaurant
where you may order from
the menu. This region of
Michigan is rich in things
to do, so you may want to

extend your trip in order to take advantage of
this beautiful area. Trust us! **Marv and Phyllis**



REGISTRATION FORM

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Car: _____ Number in Party: _____

Date of Arrival: _____

Registration Fee is \$5.00 per car. Please send check to:

Marv Rhynard
15330 Pinehurst Dr.
Lansing, Michigan 48906
Phone: 517-484-5188

1937-1938 WESTERN CLUB MEET

Mount Hood & the Columbia Gorge
September 19, 20 and 21, 1997



Treat yourself to a trip you'll always remember....enjoy the pristine beauty of Oregon from your special Buick! (Modern cars and hitchhikers welcome too) Your hosts are Doug Nelson and Harry Logan.

Thursday: Southern cruisers traveling north will gather in Salem.

Phoenix Inn 4370 Commercial St. S.E., OR
(1-503-588-9220)

- A newer motel with pool and continental breakfast included.
- Mention '37/'38 Club when you make your reservations to get rooms from block reserved for us.

Friday: After breakfast we'll follow Doug and Kay Nelson (#51) to their home.

- Tour of their shop, showroom & old cars.
- Cruise old Hwy. 99E to the town of Aurora for antique shopping.

Edgefield Bed & Breakfast, Troutdale, OR
(1-800-669-861)

- Breakfast included
- 25 acre historic estate
- Winery, fine dining, gardens
- Cozy, turn-of-the-century decor

4:00 pm: Southern group joins the Northwesterners with ample time to check out all of the beautiful 1937-1938 Buicks and make new and meet old friends.

Saturday: This is the day for breathtaking scenery! After breakfast, we'll tour the famous Columbia River Hwy to Crown Point for the best view of the Columbia. Cross over to the Washington side to visit Maryhill Museum.not your average museum!

Timberline Lodge, Mt. Hood, OR
(1-800-547-1406)

- The lodge was completed in 1937 at the 6,000 ft. level of Oregon's highest mountain. The lodge was built with tons of native stone, wrought iron and hand-hewn beams of Douglas Fir. President Franklin Roosevelt dedicated the lodge, calling it "a monument to the skill and faithful performance of the workers" who built it. From the lodge you will be able to see snow on the mountain and see late season skiers on the slopes.

Sunday: After breakfast, we will head down the mountain toward Portland. Those who will be traveling South again can go to the Nelson's in Salem for a catered picnic lunch. If you didn't see all there was to see you can continue the tour of their shop, showroom and old cars. Come and join '37-'38 Buick Club members for an unforgettable Tour to Oregon.

NOTE:

Eager beavers...it's OK to call now for room reservations!
See the next issue for more details.



MY FAVORITE CAR

By Warren Johnson - Santa Ana, CA

In 1937, I'd earned enough money to pay cash for a gorgeous 1936 custom deluxe Ford V-8 convertible coupe. It was a real eye-opener and fully loaded with all of the assorted bells and whistles. Yes, it was a real babe-magnet, especially during the summer when I'd drive it around town with the top down.

However, during the rainy winter it was an entirely different story. It was heater-less, drafty and always cold. And water would leak into the front seat where the top clamped to the right-hand windshield corner post. That's what

happened one rainy night while I was parked in a favorite secluded hide-away. The hormonal juices which have always kept the earth repopulated were now flowing full bore for my amorous love-muffin and her Ford pilot.

Just as we were getting ready to take off on the main runway, she'd planted her curvaceous right landing gear in that now-liquefied windshield pillar area. As we were now fast reaching the moment of euphoric ascension, the ice-cold water suddenly decided to flow down her retracted appendage and she let out a piercing scream of visceral terror, filling the Ford's now aquatic interior with enough heated expletives to fog up my windshield.

That night turned out to be one short, ruinous and waterlogged romance. And looking back on it now, that was also the night that I realized that I had not as yet found my "favorite car."

After I'd taxied my Ford's version of Noah's

Ark up to the house where my now ex-date lived, I disgustingly headed for home. I began recalling the memories of my mother's gorgeous 1937 Buick which she had purchased new. I started visualizing its excellent ride, the superb hydraulic brakes along with its powerful engine, yet the ever-quiet and luxurious interior.

I decided right then and there that my loyalty to dear old Henry was going to transcend to the oh so Generous Motors. Luckily for me, I found my "favorite car" at a Buick agency within

a few days. It was a cherry 1937 Buick Sport Coupe they'd sold new and had just been traded in on a new 1938 model. It turned out to be the very best car I've ever owned and, other than the fac-



tory-recommended periodic maintenance, it never cost me a dollar. And whenever I washed this dreamboat, I always noticed that unlike my Ford, its beautiful "Body by Fisher" never leaked!

(ED. Warren Johnson is now nearly 80 years old and lives with his wife in Santa Ana, CA. He worked each summer at the Buick plant in Flint, MI from 1935 up until W.W.II. At that time he met several famous GM engineers such as Charles Kettering and Buick's Chief Engineer Charlie Chayne.

During W.W.II, he was a P-51 fighter pilot and was shot down over Germany and captured. He managed to escape to Spain and back to England. He is a very interesting man with a lot of stories to tell, especially about Buicks, flying and W.W.II.)

HOW THIS CLUB WAS FOUNDED

Part 2

In 1980, **Dave Lewis** (#237) had an auto repair and tire business in Springfield, IL. He inherited a 1937 Buick sedan that his father had found abandoned on the street many years before. Dave decided to restore the car, the first one he had ever done. From that decision sprang many things, including the founding of this Club and a change in his career plans. Dave sold his Tire business and became a professional car restorer.

This is a copy of the letter Dave sent to people who owned 1937 and 1938 Buicks back in 1980 when he was trying to start the Club. He used the Buick Club of America Roster to get most of the names for his mailing list.

Dave had purchased some property on the outskirts of Springfield with the idea of building some apartments as an investment. He had already put in a driveway and four car garage. (see the following page for more photos)

Abandoning the apart-

ment project, he put in up a new house on one side of his property, converted the garage to an office, and then added a shop to one side of the

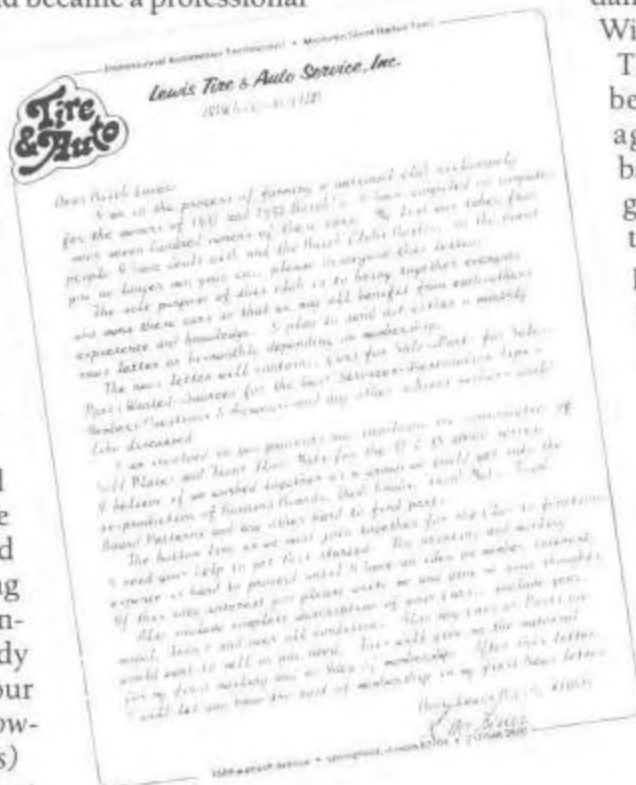
garage. It has a hydraulic lift, a paint room and a place to store and work on cars.

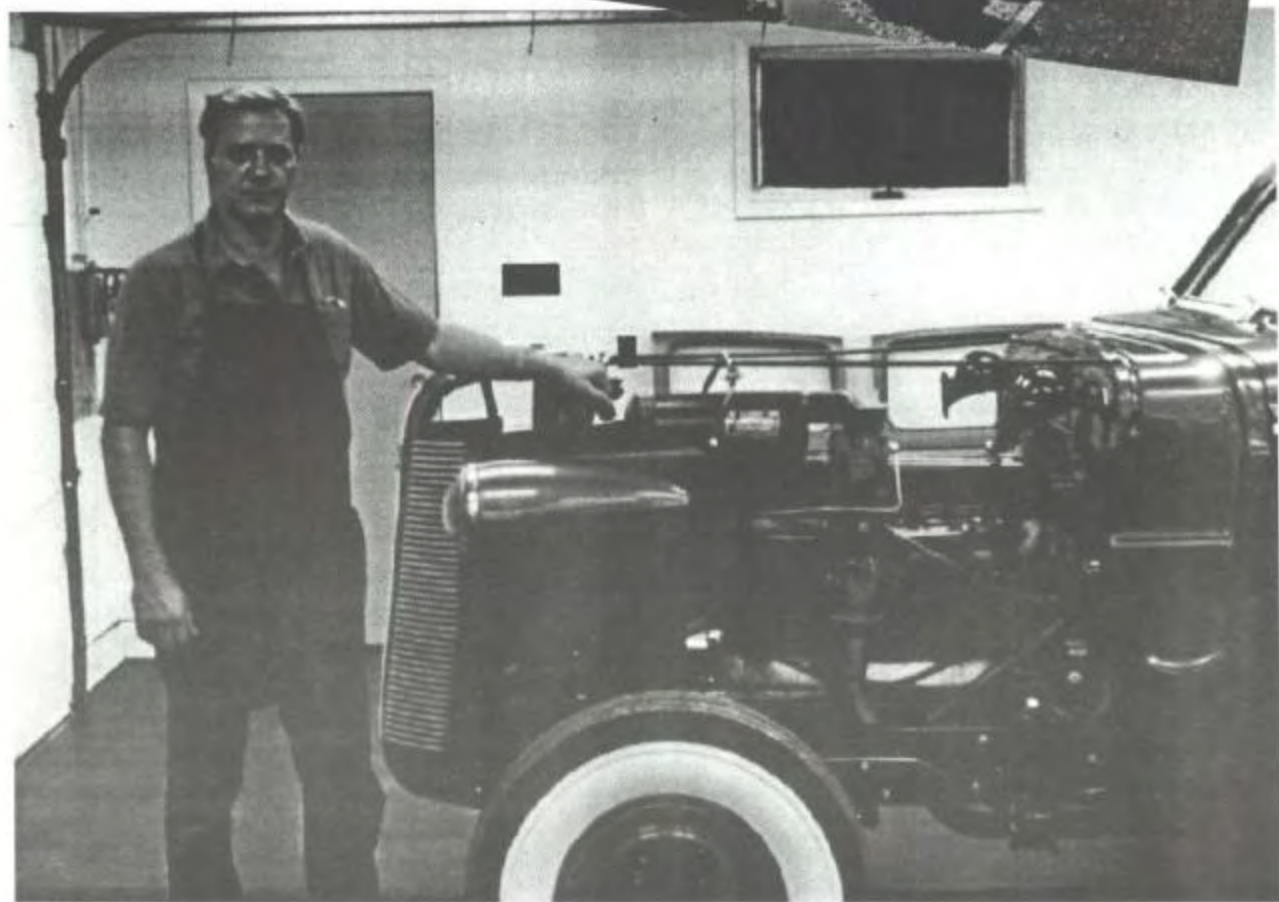
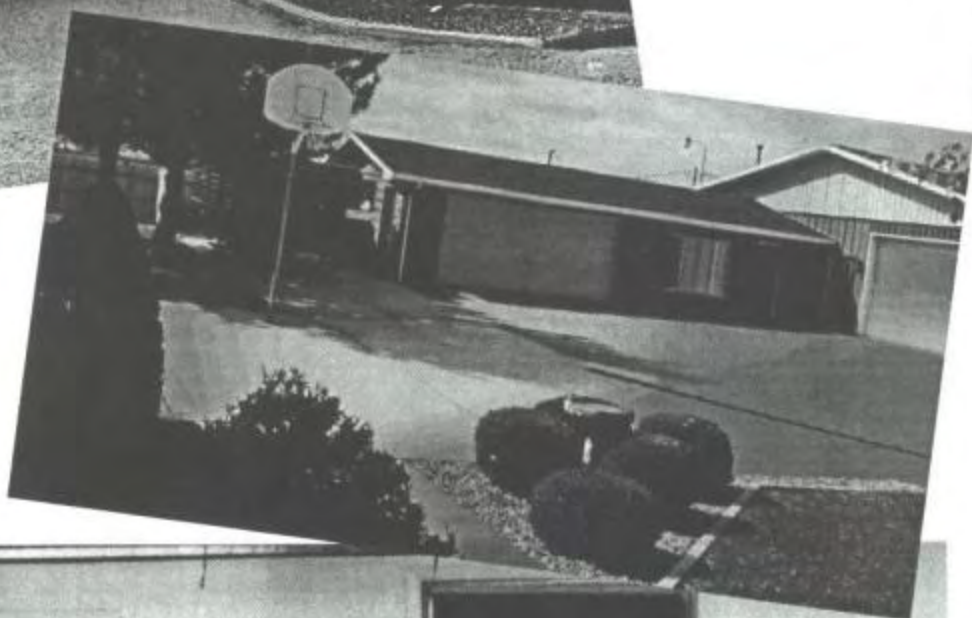
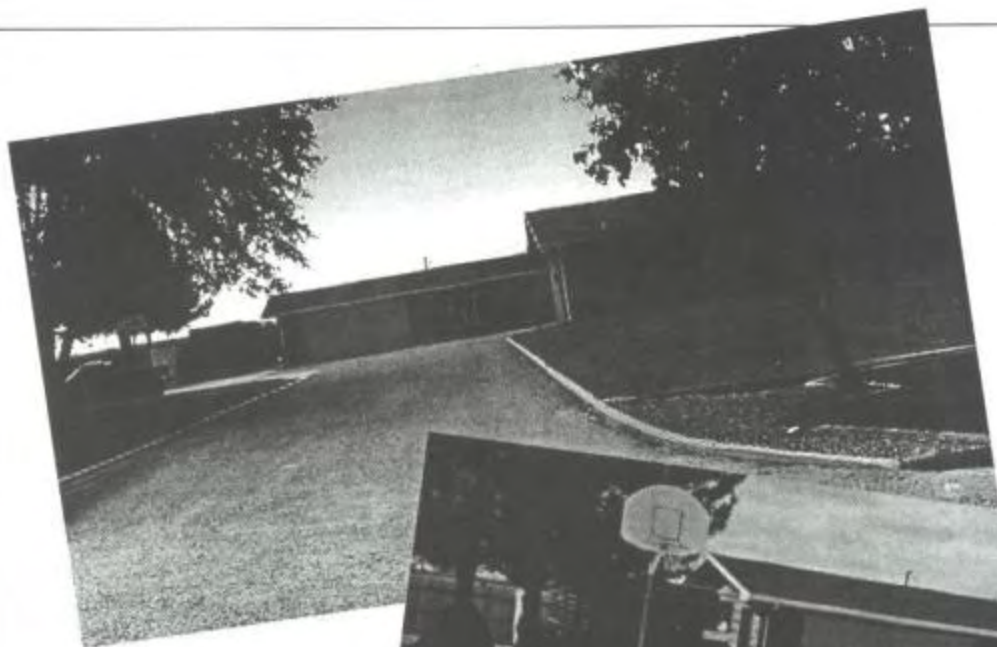
In the last photo Dave stopped for a moment while working on member **John Macmillan's**

(#725) 1937 Century 4-Door Trunk Back Sedan Model 61. It's painted Windsor (light) gray.

The finished car looked beautiful, but was damaged during shipment back to John in Los Angeles and had to be returned to Dave for repairs. It's now repaired and on its second trip back to Los Angeles from Springfield, IL.

(ED: Incidentally, John bought this 37-61 sight unseen in Colorado several year ago. After it arrived in Los Angeles, he was surprised to learn that it was the very same car he had owned when he was a boy back in 1957!)





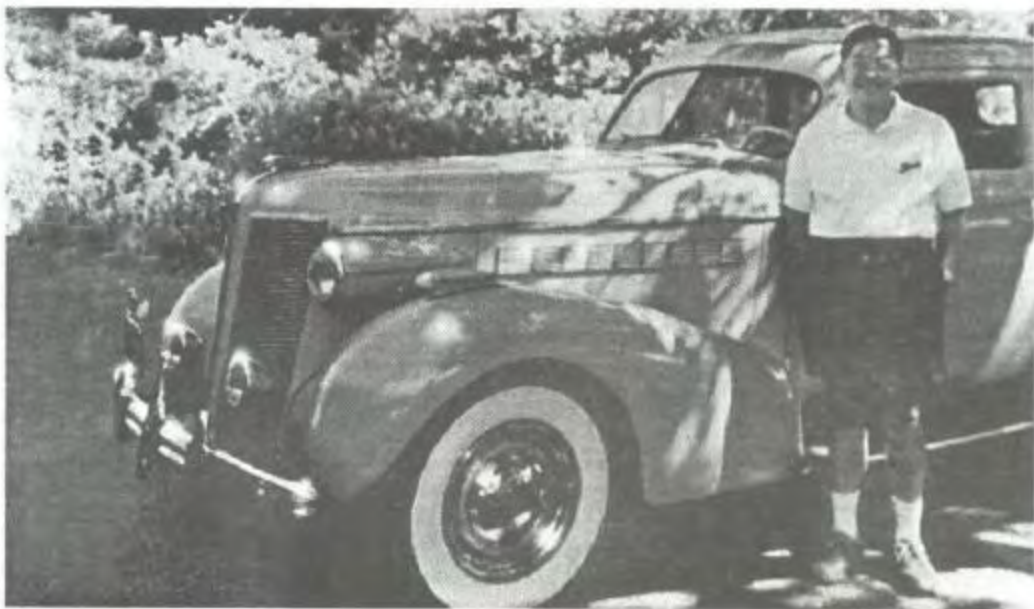


A Buick Fan since CHILDHOOD!

This photo of a young **Wayne Chan** (#140) and a '38 Special Convertible Coupe was taken in the 1960's near Philadelphia, PA. Wayne was attending George Washington University in Washington, DC and loved old Buicks even then.

Here's Wayne today with his beloved 1937 Special Model 48 2-Door Trunk Back

Sedan. It's painted Corot Beige with red wheels, a 1938 color combination. Wayne knows this is correct because he remembers riding in his father's 1937 Special Sedan with this color combination (*probably a late 1937 model year car*). Wayne's father was a Buick man too and purchased his car new from Simpson Motors in Palo Alto, CA. in 1937.



HERSHEY

Revisited

By Lars Gulliksrud (#1013) Oslo, Norway

Yes, I survived Hershey '96. I flew into Baltimore with some Norwegian friends. The next day the rain and storm arrived. We tried to visit the flea market in the afternoon, but it was a total washout, so we returned to our motel in Carlisle, a half hour drive from Hershey. We just looked out the window at the rain!

The next day (Wednesday) turned out to be quite nice. The sun made the muddy flea market roads dry again, and we started walking and searching for parts. I picked up some parts I had ordered from Bob's Automobilia for my '37 Century. I also found a horn and reflector for my 1920 Harley-Davidson motorcycle, but not a speedometer. They are really hard to find. I also found some parts for a '36 Century sedan I'm

working on. Two large suitcases in total!

It was much colder than the last time I visited Hershey, I had to wear my jacket nearly all day. Fortunately there was no more rain during the day. The market was bigger than ever and very crowded at the car corral area, but you can still find lots of nice parts.

On Saturday I got up early to watch the cars drive into the show area. Not many 37-38 Buicks. I only found '37 4-door Special Convertible Sedan and a '38 Special Coupe.

There was also a '37 race track Buick used in the 1950's. This was a strange one fitted with a later (circa 1950) engine, Chevy transmission and a rear end from a Nash. Check that exhaust system!



My Story

Steve De Clario (#59) in New Jersey

Ever since I graduated college in 1970, I've had a desire to own an old car. I felt that prewar 1930's cars had the most interesting styling and were advanced enough to keep up reasonably well with modern traffic. In 1978 I moved into my own house on Long Island and finally had the means, space and time to seriously consider restoring my own car.

The best styling of affordable cars was to me to be found in the 1936 to 1938 Buicks. After looking at a number of cars I found a '38 Special four door sedan model 41 located just twenty five miles away.

The car had been stored for the past few years but had just been repainted, had a new set of wide whites tires and a brake rebuild. Otherwise it needed a complete mechanical rebuild and the interior was a disaster, but it started and ran well enough for me to take a chance and drive it home since it was only 25 miles.

Ominous clouds were over the horizon as I took title to the car and began my trip home with my wife, Nora following me in our 1966 Skylark in case of trouble. On the road, other than very low oil pressure, everything was OK. However, suddenly after about ten miles of 50 mph driving, the temperature gauge began to steadily rise from 170° and it began to rain hard. With the interior getting wet due to dried out window and vent seals, I exited the highway to find a service station.

By now the gauge was pinned at the top and my wife did not see me exit and was no longer with me. I pulled into a gas station and let it cool. After adding water, it wouldn't start since the distributor had become wet from boiling coolant. The repeated cranking had run the weak battery down too low

to start. Luckily the gas station had a six volt charger and about a half an hour later I was back on the road.

Only three miles later the gauge was approaching 212° again. Determined to make it home on my own I stopped at another gas station, refilled it and brought along three gallon containers of water with me. I took the Long Island Expressway from this point since there was a rest stop five miles further on from where I could call Nora. Stopping once at an underpass to refill the water again, I made it to the rest stop and called my wife.

After losing me, she had proceeded home expecting me to call. She met me with two garbage pails full of water in the back of the Skylark and stopping twice more to cool and add water, we made it home. Two hours after starting we parked the Buick in our garage and went



inside to recuperate over some hot coffee.

The events of that day were quickly forgotten, replaced by the excitement of finally owning my own old car. The next day I backed the car out and examined it closely. The odometer was stopped at 40,000 miles but from the condition of the car it was probably at least 140,000 miles. The radiator was completely clogged, the engine smoked like a locomotive, the clutch chattered and the front end had close to 1" of vertical free play (this is no exaggeration since when I rebuilt the suspension the upper pins were so worn they slid right out of the threaded end caps without having to be unscrewed).

When I rebuilt the engine I found that the two compression rings of every piston were either broken into little pieces or pulverized into dust. Most of the pistons had burned channels etched from the

top ring down the side to the oil rings with corresponding .02" - .03" deep burn marks on the cylinder walls. It is a testimony to the durability of the Buick engine that with the internal engine conditions I found, the car even started and ran. Not only did it run but aside from the smoke it ran quite smoothly and had decent power.

Over the next five years I rebuilt just about every mechanical part of the car doing all the work except machine shop work myself. I completely replaced the interior and re-chromed all the chrome pieces, with my wife and myself doing all of the work except the chroming. Then for the next ten years I enjoyed the car and won a few second and third place trophies. Due to a change of jobs I recently moved and have not used the Buick for about two years. Now that I am settled in, soon I will finish all the detailing and maybe win a first place.

My car was made in the Linden NJ plant in January 1938 and sold in Homestead, NY. It was owned by a carpenter who worked on the Camp Upton barracks (now Brookhaven Labs) during W.W.II. (I found about two pounds of nails under the rear seat). He used the car for daily transportation until he retired in the late sixties and left it in storage for the next five years. He sold it in 1974 and the new owner had it repainted before selling it to me in 1978. I am the third owner.

Some observations:

OVERHEATING:

When I opened up the engine I found that the water jacket around the rear two cylinders in the block was completely packed with rust and scale which had to be chopped out with screwdrivers and awls. The head was also partially blocked with crud near these two cylinders and the extreme localized heat in this area due to the lack of cooling water caused the head to crack. My theory is that the radiator was not clogged when I picked up the car but as I drove at high speeds the flow of coolant gradually loosened up some of this crud and carried it into the radiator, thus clogging it up.

I had to replace the radiator core since it was corroded enough that any attempt to clean it out by rodding would cause leaks. When I had the radiator re-cored (they used a truck core that has more fins per inch but looks original) I had the shop put a modern fill spout on so I could pressurize the system. I replaced the cylinder head, water pump, hoses and the spring on the water bypass valve. I use a seven pound radiator cap, a 160° thermostat, no overflow recovery (because it shows) and a 50/50 anti freeze mixture.

The temperature gauge *normally* shows 170°, and even in 100° weather never exceeds 190° except in heavy traffic, but even then it has never overheated. With seven pounds pressure and 50% anti-freeze I believe the coolant won't boil until about 240°. If you pressurize your system, make sure your water pump has the newer type shaft seal designed to hold pressure and that all components are in top condition.

FUEL PUMP:

Because of vapor lock problems, I have installed an electronic fuel pump. I used a KEM EFP6 pump, a canister type about the same size as the Big A 95032 fuel filter which I installed between the gas tank and the pump. This pump is solid state, six volts, sealed, costs about \$50.00 and is set for 4-6 pounds pressure. I mounted mine on the inside of the right frame rail under the front door using two of three empty mounting holes that Buick thoughtfully provided in the frame. This provides a completely original appearance.

The pump and filter both mount with a circular strap bracket and I mounted the filter close to the bottom of the frame for easy replacement. I grounded the negative wire to the chassis and ran the positive wire to a toggle switch mounted under the dash and then to an 8 amp fuse picking up the 6 volt source at the ignition switch. I have run at times with the fuel pump on all the time with no problems (my float needle is neoprene tipped) but noticed that the fuel level in the carburetor float bowl rises about 1/16" when the pump is switched on. Perhaps by resetting the float to the specification level with the pump running, the pump can be used continuously.

BATTERY:

I have been using a six volt Sears Commercial battery for the past 9 years and it is still going strong. I had to replace the hold down clamps with slightly longer ones since this battery is about 3/4" taller than the OEM type. This battery has to be ordered from the Sears catalog and is about \$70.00. During the winter months I keep it on a constant trickle charge of about 0.25 amp (uses less than 5 watts of electricity). Although at charge rates of less than 1/500 of the amp-hour battery rating the water should not evaporate any faster than normal, it is still a good idea to check the water at least once a month. (ED. Thanks to Steve De Clario (#59) in New Jersey for this story. Steve e-mailed the article (MS WORD) and photo (JPEG format). I encourage all members to submit e-mail WORD articles and JPEG photos. My e-mail address is: harrylogan@earthlink.net. Thanks).

OUR KNOWLEDGE
Are your guarantee of safety





'37

Women drivers were increasing throughout the thirties. This smartly dressed lady is having the technicalities of an AC Klear Klean oil filter explained to her; presumably prior to it being installed on her 1937 Buick Convertible Coupe. It's a Century because it has a chrome strip on the front edge of the top just above the windshield. (Buick Special open cars had a fabric strip instead of chrome).

NOTE: The hubcap with the horizontal BUICK, indicating the photo was posed. The running board trim strip is missing. The inside white wall is dirty while the outside one is clean. The car has accessory fog lights and the center grille guard. The side view mirrors are mounted on the door hinge pin. The Service Manager's name is Harold, written in thread above his pocket. The oil filter's label is pointing right at the camera, also indicating a posed shot. Check how the mechanic rests the hood.

I wonder where "Harold" is going to install the filter as '37/'38 Buicks did not have external oil filters.

(Ed. Thanks to **Karl Anderson** (#47) for sharing this photo).



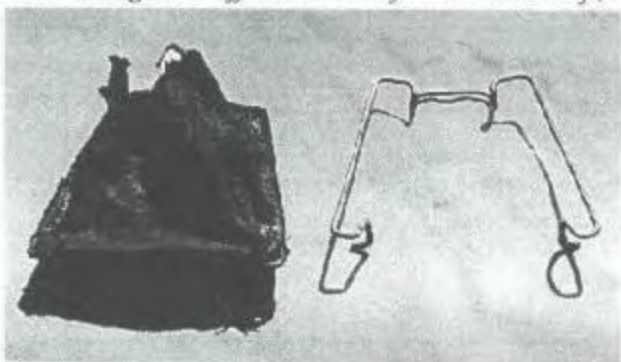
Technical TIPS

CLUTCH FORK BOOT

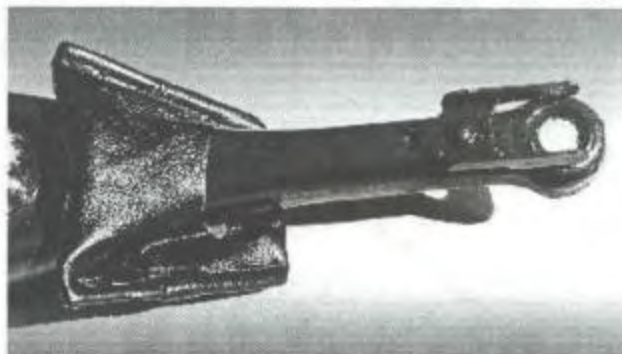
By Harry Logan (#651)



A black rubberized canvas boot around the clutch fork was installed at the factory on Big Series Buicks (probably Small Series as well). This is what an original boot looked like (above, except the black rubberized coating came off and now only the canvas is left).



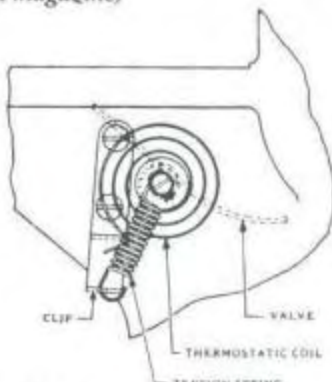
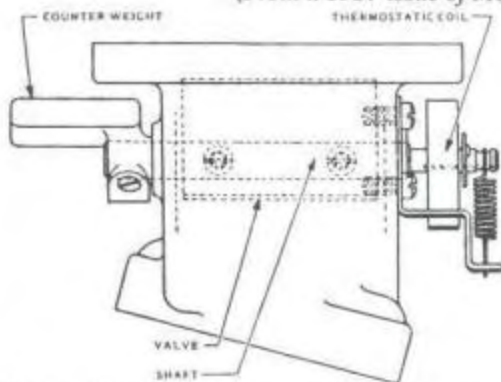
The boot was sewn to a wire frame that snapped into a rectangular hole in the bell housing. The end of the boot had a hole for the clutch fork to stick through. The purpose of the boot was to keep out dust and dirt etc. Today this boot is missing from many of our cars or if it's still there, it's in poor shape. (below, left)



I took my original boot and extra wire frame to the local shoe shop. They made two new boots for me out of thin black leather for \$6.00 each. They left it up to me to cut off the pointed end to allow the clutch fork to stick through. The photo above shows the replacement boot. I installed it in about an hour on my '38 Century Coupe. I don't know if the car runs any better, but I like seeing the boot there when I look under my car.

FREEING MANIFOLD HEATER VALVES

(From a 1937 issue of MOTOR magazine)



Sometimes you'll encounter a stuck manifold heater valve. Studebaker has found that the following mixture is very effective in freeing a stuck valve.

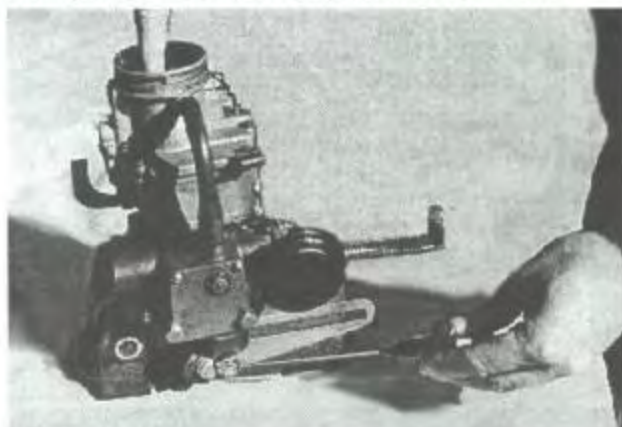
Place approximately two teaspoons full of

baking soda in an oil can which has been filled with kerosene. By applying the mixture as the valve is worked back and forth, a quick release will be obtained. (Thanks to **Andy Diem** (#852) for this tip).

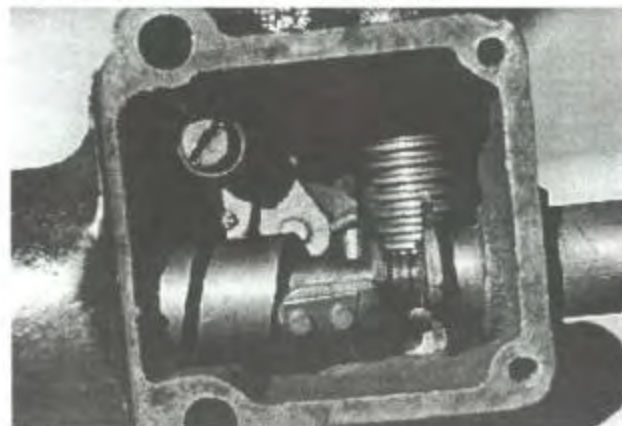
ADJUSTING '37-'38 AUTOMATIC CHOKES

By Founder Dave Lewis, (#237) Springfield, IL
(Reprinted from the June, 1985 Torque Tube)

Setting the chokes on 37/38 Buicks can be a real challenge. They were difficult to set to say the least. That is why most were converted to manual chokes.



I adjust these chokes using the "Touch System." In other words, you must have the knowledge as to what tension the butterfly choke valve must have, to make the choke work properly. (You learn this by experimentation. It is not an exact science!)



First make sure the choke is in top working condition before trying to adjust it. Remove the side inspection cover on the choke and make sure one or both of the return springs on the two pistons are not broken (a common problem) and that both pistons move freely. You may need a second automatic choke to cannibalize for parts. (ED. You can have broken springs remade. I had some made by MSC, PO Box 13334, Pittsburgh, PA. 15243. Phone: (412) 341-8989. Ask for their catalog.) After this is completed, you're ready for the adjustment.

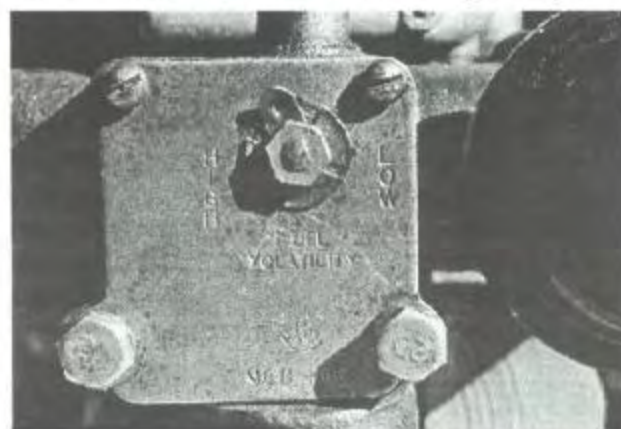
You must remove the carburetor and choke from

Technical TIPS

the car. You can mount the assembly in a vise by the carburetor base, leaving the choke attached. With the unit in a cold state and the choke drive cable attached, you simply feel the resistance the choke valve has. It should of course be in the closed position at this point.



On the bottom, after the outer heat tube is removed, you will see a coil spring with an Allen head set screw. This is how you make the adjustment to the butterfly on the top of the carburetor. Because of its location, you cannot make this adjustment while the carburetor is on the car. Since this is not a 100% accurate means of adjustment, you might have to remove the unit from the car several times to get it right.



There is also a small adjustment on the side of the choke inspection plate that can be made with the carburetor installed on the car. It only covers a small range and is for minor seasonal adjustments for leaner or richness as the temperatures change.



Technical TIPS

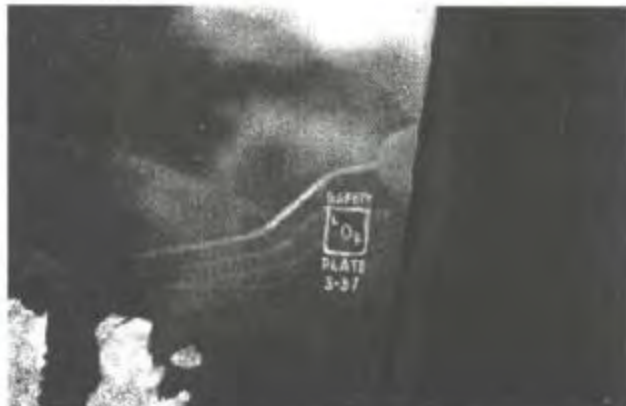
ORIGINAL BUICK GLASS

By Harry Logan (#651)



This close-up of original 1938 Buick glass has the manufacturer's initials **L.O.F.** inside a shield with the words **Safety PLATE Glass** and the date code below. L.O.F. stands for Libby-Owens-Ford. The glass in the photo is on a 1938 Century Sedan. All the window and windshield glass date codes on this car are either **10/37** or **11/37**, so the car was probably made in December of 1937.

If you replace your original with modern glass, you'll lose this logo and the date code. Most restorers don't worry about this. If you are looking for originality, you can buy glass with



the L.O.F. logo and date code. When ordering the glass, tell the glass provider what date code you want.

One company that does this is **OEM Glass Inc., PO Box 362/Highway 9 East, Bloomington, IL 61702. Phone (309) 662-2122 or (800) 283-2122.** They accept VISA and M.C. credit cards.

1937 Buick glass has a different pattern. It has a shield or box with the initial **L O F** inside. The word **SAFETY** in capital letters is above the shield and the word **PLATE** is below. Under that is the date code such as **3-37**.

WHY DO THE WHEELS TURN

By Dave Paulisin (#704) - Michigan

"I had my 1937 Roadmaster rear axle raised and on jack stands in my garage. The front wheels were on the ground. I found that when the motor was running and the transmission in neutral, my rear tires would rotate counterclockwise. I could stop the rotation with my hand on one tire but the opposite tire would rotate. There was no noise in the rear end. Depressing the clutch pedal would stop all tire rotation. The car will not move on level ground when all four tires are on the ground with the engine running and the transmission in neutral.

I am puzzled. I cannot explain the rear wheels moving. What causes this? My mechanic

friend told me it was normal but did not explain why. Maybe one of our members can help?"

(Ed. I put this question to **Don Micheletti (#250)**. The rear wheels rotate when they're off the ground and the transmission in neutral because of the viscosity of the transmission oil. When the motor is running and the transmission is in neutral, the main drive gear (input) to the transmission is turning because the motor is running. It is coupled to the transmission's output gear and to the drive shaft by the thick transmission oil. This causes the rear wheels to turn if they are off the ground but this is normal. For more details see the diagram at the bottom of page 21, opposite)

MAKING A GOOD MANIFOLD TO TAILPIPE SEAL

By Harry Logan (#651)

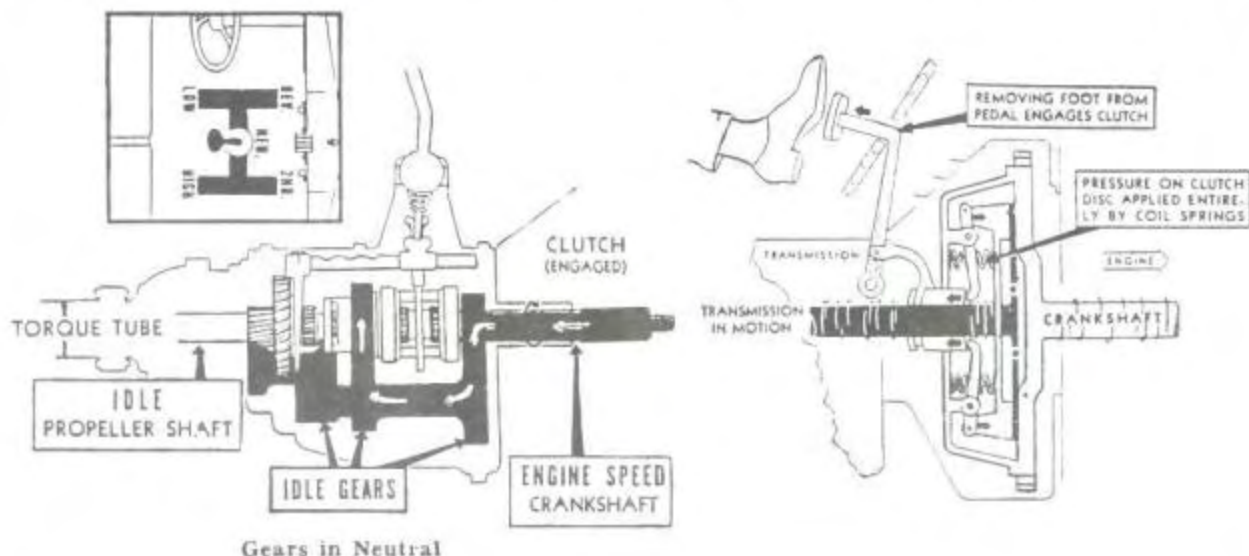


These are some of the exhaust gaskets I purchased at local auto parts stores. The are used to seal the manifold to the exhaust pipe. I have had difficulty getting a good seal. Most of the exhaust would go out the tail pipe, but some would escape into the engine compartment. This small leak would also increase the noise level in the car which annoyed me. After trying various gaskets, I got the best seal using the gasket that is flat on one side with metal tabs that hold it to the exhaust valve body.



I had to bend the metal tabs slightly to get a good tight fit. The tapered side of the gasket fits into the flanged end of the tail pipe. I found I could get a better (tighter) seal if I replaced the two original 2" long x 3/8-24 hex head bolts that hold the tail pipe to the exhaust body with the strongest bolts I could find. I used Grade 8 bolts which have a golden color. They have a tensile strength of 150,000 lbs. (Grade 2 has a tensile strength of 85,000 lbs and Grade 5 120,000 lbs). Now I don't have an exhaust leak anymore.

WITH THE CAR IN NEUTRAL?



WELCOME

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Bill Paulisin (#1241)
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Warsaw, IN 46580
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Monte Anderson (#1243)
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38-48

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John Sullivan Jr. (#1245)
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Paul Delucchi (#1246)
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Chris Patrick (#1247)
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Kent, WA 98031
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Tim Franko (#1248)
5016 E. Pleasant Valley Rd.
Independence, OH 44131
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Delbert De Young (#1249)
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Marco Island, FL 34145
37-66S
38-91

Parts FOR SALE

• 1937 PARTS

Parking lights with pot metal (pot metal fair to good).....	\$20.
Trunk lid light.....	\$20.
Water temp guage.....	\$65.
Gas Guage.....	\$20.
Horn button, plastic bad.....	\$10.
Trunk tire hold down bracket.....	\$15.
Bolts for bumper guards.....	\$10. each
Hood hinge (60).....	\$75.
Steering column (60).....	\$35.
Rear leaf springs, used but good (40-60).....	\$85. set
4-Door sedan body stainless with small cowl stainless (40-60)...	\$?
Front bumper (40-60).....	\$55.
Drivers side rear fenders (40-60).....	\$45.
60-80-90 series transmission case.....	\$45.
Engine, 60-80-90 series.....	\$350.
60-80-90 series transmission pilot shaft, used but good.....	\$45.

• 1937/1938 PARTS

Map light switch, used.....	\$20.
Buick Hose clamp set.....	\$15. set

(continued from page 22)

NOS Rocker arm shaft, with bushings, 40 series.....	\$110. set
Hydraulic lifters, cam, rocker assembly, push rods etc. 60-80-90	\$225. set
Sidemount emblems, original.....	\$95. set
Sidemount emblem, repro-brass.....	\$25. set
Front convertible radiator brackets.....	\$55. set
Rebuilt distributor.....	\$65.
Metal brace between trunk shelf wood.....	\$20.
Hump back trunk hold open arm.....	\$45.
Water pump, rebuildable.....	\$15.
Bracket that holds exhaust pipe to the engine... ..	\$25.
Generator, (40).....	\$35.
Intake and Exhaust manifold, (40).....	\$45.
Thermostat housing, (40).....	\$15.
Wing vents (front, chrome in good condition, (40-60).....	\$45. set
Rear wing vent handles, chrome in good condition, (40-60	\$25. set
Door hinges, (40-60).....	\$20. each
Sun visor brackets, very good condition, 40-60.....	\$25.
CENTURY wheel brake cylinder, needs rebuilding (60).....	\$15.
Rear motor mounts, core only, (60).....	\$25. set
Transmission center main shaft, used but good, (60-80-90).....	\$45.
Transmission second speed gear, used but good, (60-80-90)0... ..	\$45.
Generator, (60-80-90).....	\$35.
Starter, (60-80-90).....	\$55.
Air cleaner, (60-80-90).....	\$35.

• **1938 PARTS**

Bumper guards, straight.....	\$45. each
Bumper guards, bent a little.....	\$25. each
Oil guage, used.....	\$30.
Gas guage, used.....	\$30.
Amp guage, used.....	\$30.
Temperature guage.....	\$65.
Grille, right and left side, pitted.....	\$25. set
Battery box with hold-down bracket.....	\$35. set
Hood stainless hinge, like new, (40).....	\$200.
Hood, good cindition, (40).....	\$50. set
Transmission, (40).....	\$100.
New fuel pump kit, (40).....	\$15.
Rear sway bar, (40-60).....	\$45.
Bumper, front, no hole in the center, (40-60).....	\$50.
Engine, BIG SERIES.....	\$350.

All prices plus shipping. Call between 9 AM and 1 PM EST Monday to Friday or anytime on Saturday and Sunday.

David Bylsma (#117)

7802 Chevalier Ct.

Severn, MD. 21144

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- **1938 PARTS - SPECIAL** Engine, transmission & Rear End.....\$200. for all
Making Street Rod so these parts are not needed

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Parts FOR SALE

• 1937 & 1938 PARTS

Parting '37 & '38 Buicks. The following is just a portion of the parts available. Call with your needs.

• 1937 Parts

Grille, no cracks, good chrome.....	\$350..
Master heater, complete.....	\$75..
Deluxe heater, complete.....	\$75..
40 & 60 complete steering linkage.....	\$75..
Coupe & 2 Dr. Sedan side stainless, complete sets.....	\$75..
CENTURY brake & clutch pedal assembly.....	\$35..
Buick 8 clock hole filler.....	\$20..
ROADMASTER dome light.....	\$20..
Bumper guards.....	\$20..
CENTURY front coupe seat, very nice original.....	\$200..
SPECIAL NOS flywheel and ring gear.....	\$100..
SPECIAL generator 918G.....	\$75..
CENTURY radiator.....	\$75..
SPECIAL radiator.....	\$75..
SPECIAL complete manifold, AA-1 carb, starter switch, linkage and air cleaner.....	\$250..
Rear springs 40 & 60, good condition.....	\$100. pair
Radio delete plates.....	\$15..
Hubcaps.....	\$10..
Small & large series throttle linkage.....	\$25..
BIG SERIES rocker assemblies.....	\$50..
Fender lights.....	\$65. pair
Trunk lights, complete.....	\$50..
Pair lights with lenses, all series.....	\$50..
Wiper transmissions.....	\$50. pair
SPECIAL manifold.....	\$75..
BIG SERIES intake manifold only.....	\$40..
Radio dash plates.....	\$20..
Headlights, complete. Excellent.....	\$200. pair
Throttle cable.....	\$20..
SPECIAL transmission.....	\$100..
SPECIAL splash pans.....	\$40. pair
ROADMASTER runningboard stainless. New with clips.....	\$125..
CENTURY hood.....	\$200..
Headlight switch.....	\$20..
Radio grilles.....	\$15..
Wiper motors.....	\$15..
Trunk hold-up arms.....	\$20..
Sun visors.....	\$15..
Bumpers.....	\$30. each
Bumper arms.....	\$15. each
Horn button.....	\$25..
Steering wheel.....	\$50..
Center stainless emblem.....	\$20..
40 & 60 running board brackets.....	\$50. set

• **1938 PARTS**

Defroster motor & dash vents.....	\$50. set
Trunk emblem.....	\$35.
40 & 60 sedan trunk lid, no rust.....	\$75.
Breather tubes.....	\$10. each
Trunk hold-up arms.....	\$20.
734Z starter with solenoid.....	\$50.
Horn button.....	\$10.
Radio hole plugs.....	\$15. set
SPECIAL hood lettering.....	\$20. pair
Defroster ducts.....	\$15. pair
Wiper transmissions.....	\$50. pair
Rear license plate stand, bracket & light for sedan.....	\$45.
Rear license plate stand, bracket & light for a coupe.....	\$65.
Bumper guards.....	\$20.
Pair lights, complete.....	\$75. pair
Assist straps with screws.....	\$10. each
Throttle cable.....	\$20.
SPECIAL radiator.....	\$75.
Battery tray.....	\$20.
Generator.....	\$50.
SPECIAL manifold, complete.....	\$75.
SPECIAL hood sides & tops.....	\$25. each
Gas tank door.....	\$10.
Sedan trunk weather strip, new rubber.....	\$25.
Grille, no cracks, minor pitting.....	\$200.
SPECIAL rods & pistons, set of 8.....	\$75.
Fender lights.....	\$75. pair
SPECIAL front fenders, very good condition.....	\$200. pair
Gauge cluster with working temperature gauge.....	\$125.
Hood ornament, minor pitting.....	\$35.
CENTURY hood bar, straight & good for chroming.....	\$100.
CENTURY hood sides and tops.....	\$50. each

• **1937-1938 PARTS**

Map light switches.....	\$15.
Small series spark plug covers.....	\$40.
NOS Large Series water pump.....	\$125.
SPECIAL air cleaner.....	\$50.
SPECIAL running boards, clean & straight.....	\$200. pair
SPECIAL flywheel, excellent teeth.....	\$50.
Rear fender splash aprons.....	\$15. each
BIG SERIES manifold ends.....	\$50.
16" beauty rings.....	\$10. each
2 Door rear ash trays.....	\$20. pair
Headlight bezels.....	\$20. each
Trunk hinges.....	\$75. pair
SPECIAL oil pump.....	\$35.
Front arm rests.....	\$25. pair
40 & 60 rear vent windows, need plating.....	\$50. pair
Four 15" beauty rings.....	\$30.
Sidemount locks with keys.....	\$75. pair

(continued from page 25)

Rear view mirrors.....	\$15.
Steering column support with ignition, keyed.....	\$35.
SPECIAL rear motor mounts.....	\$15.
CENTURY rear motor mounts.....	\$35.
40 & 60 4 dr. sedan doors.....	\$50. each
Front vent window frames & mechanisms.....	\$35. each

Dave Tacheny (#997), 11949 Oregon Ave. N., Champlin, MN 55316
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• 1937-1938 SPECIAL PARTS

Used Rear Brake Drums.....	\$30. each
Brake shoes for 4 wheels (8 shoes). Need relining. 1 3/4" wide.....	\$30.
Brake Backing Plate for right rear wheel.....	\$ 15.
NOS sleeve that holds pinion gear bearing. Fits 1936 to 1955 Specials. P/N 1336942 ..	\$30.
NOS Transmission Reverse Idler gear. P/N 1283878.....	\$50.
NOS Delco-Remy Starter Armature. P/N 823881 in original box.....	\$40.
NOS 4.44 Ring and Pinion Gear set in original carton.....	\$95.
Used Torque Ball with brass bushing.....	\$25.
1937 chrome radio grille with separate wire mesh screen. Needs rechroming.....	\$15.
Rechromed Left '37/'38 Trunk Back Sedan Trunk hinge.....	\$50.
'38 Hood ornament, needs rechroming.....	\$15.
SPECIAL Engine Splash Pan, right side only.....	\$ 25.
'37-'38 Big Series "X" fan, 18" diameter.....	\$25.
'37-'38 Small Series "X" fan.....	\$20.
Pair of restored 1937 Minnesota license plates.....	\$50.
Pair of 80/90 Series sidemount retainer plates. Fits in center of rim to hold sidemount tire in place	\$35. pair
AA-1 carb for '37 Special. Missing throttle linkage. Good for parts.....	\$20.

Harry Logan (#651), 1005 Rilma Lane, Los Altos, CA. 94022
(415) 941-4587 PST

• 1937 ROADMASTER 80 SERIES PARTS

Pair of recast trunk hinges, 80 Series, need refinishing.....	\$90.
4 Stainless door latch plates.....	\$6. each
2 ROADMASTER hood louvers, left and right.....	\$35. each
Front seat frame, adjuster. Excellent wood, no springs.....	\$150.
Running board, driver's side, rubber chipped, need recovering, some surface rust. No rust out.....	\$70.
Sedan floorpan. Use for convertible sedan. Rust free. Spotwelds drilled out or remove.....	\$200.
Waterpump, NOS.....	\$60.
Inside window frames.....	\$6. to \$10. each

• 1937 ROADMASTER CONVERTIBLE SEDAN PARTS

Recast convertible top center hook. Mounts on divider bar of windshield.....	\$55.
Recast bracket for wood header to mount mirror.....	\$60.

• 1937 PARTS - ALL SERIES

Front nose section to hold grille. Bare, no air baffle.....	\$65.
Sidemount tire bracket.....	\$50.
Set of 4 repro hubcaps. Foreign made. Looks like Buick letters, but not quite Buick. \$65. for 4 Headlight bucket, bare.....	\$50.

(continued from page 26)

Vacuum starter switch, NOS.....	\$50.
Delco Remy Voltage Regulator, NOS.....	\$55.
Inside dash light.....	\$10.
Radio, rebuilt.....	\$350.
Radio, used.....	\$100.
• 1937 SPECIAL PARTS	
Rechromed front bumper or trade for Roadmaster bumpers.....	\$150.
Under seat battery cover.....	\$15.
Misc. inside window frames.....	\$4. to \$6. each
NOS Stromberg carb kit plus AA-1 NOS carb.....	\$150.
NOS in box, Heavy Duty oil bath air cleaner 40 series.....	\$75.
Set of radiator support rods.....	\$20.
NOS pair of trunk hinges.....	\$135.
Pair of trunk hinges, 1 possibly NOS.....	\$100.
NOS water pump repair kit.....	\$25.
NOS pushrod.....	\$9.
Transmission lever shifter parts kit.....	\$15.
• 1938 PARTS	
Front bumper, 2 brackets, 1 guard. Straight but needs to be re-chromed.....	\$120.
All Parts Plus Shipping	
David Powers (#894), 27732 Paseo Barona, San Juan Capistrano, CA 92623	
(714) 493-1199	

• 1937-1938 PARTS (all NOS or NORS)

Ignition rotor, NORS.....	\$3.00
Distributor cap, NORS.....	\$8.00
Ignition condenser, NORS.....	\$2.00
Ignition points, NORS.....	\$6.00
Headlight dimmer switch, NORS.....	\$10.00
Lower outer pivot pin kit, (40-60).....	\$30.00
Lower steering knuckle support pin (80-90).....	\$15.00
Big Series (60-80-90) clutch pressure plate (plate only).....	\$35.00
Transmission main drive bearing.....	\$20.00
Right front shock absorber (40-60).....	\$85.00
Rear wheel bearing (40-60).....	\$30.00
Rear wheel bearing inner race (40-60).....	\$8.00

• 1937 SPECIAL PARTS

Universal joint (40).....	\$70.00
Transmission 2nd & 3rd speed sliding sleeve (40).....	\$20.00
Transmission 2nd gear (40).....	\$35.00
1937 Engineering Story, 26 pages.....	\$90.00

• 1938 SPECIAL PARTS

Transmission 2nd & 3rd speed sliding sleeve.....	\$20.00
Rear coil spring (40C, 41, 47, 48).....	\$40.00

Please add 15% for UPS shipping

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- 1994-1995 VOLUME XIII - NUMBERS 1 THROUGH 6
- 1995-1996 VOLUME XIV - NUMBERS 2 THROUGH 6

Please make your checks payable to:

The 1937-1938 Buick Club 1005 Rilma Lane Los Altos, CA. 94022 USA

Parts WANTED

WANTED:

For 1937 ROADMASTER:

- Front bumper
- Front bumper brackets
- Rear gravel shield.
Fits inside rear bumper
- Rear bumper brackets
- Ashtray for rear seat arm rest
- Arm-rests for rear seat area
- Robe rail with 2 piece socket
assembly on each end
- Seat cushion springs
- Front seat upper back
- Rear seat lower cushion

Convertible Parts:

- Inside visors or brackets
- Window frame for vent window.
Convertible only. Metal frame to
hold vent glass on front door
- Convertible top parts
- Any 1937 accessories or
unusual parts
- Sidemount covers or possibly front
fenders complete
David Powers (#894)
27732 Paseo Barona
San Juan Capistrano, CA 92623
(714) 493-1199

WANTED:

1938 PARTS NEEDED:

- Fast Back Sedan Trunk Lid (40 or 60)
- Splash Pans for CENTURY
- Front License Plate Holder
- Rear Seat Arm Rests from
40 or 60 Series Car.
- BIG SERIES Fly Wheel Ring Gear
(156 teeth)
- Windsheild Wiper Transmission
- Radio Grill

For Bill Denney (#863) in Australia

Contact: *Harry Logan (#651)*
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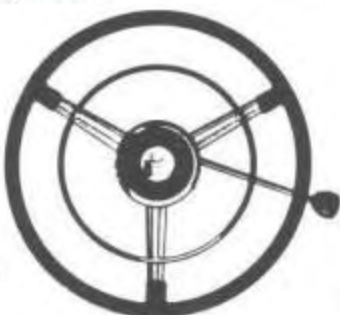
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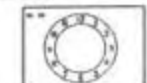
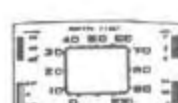
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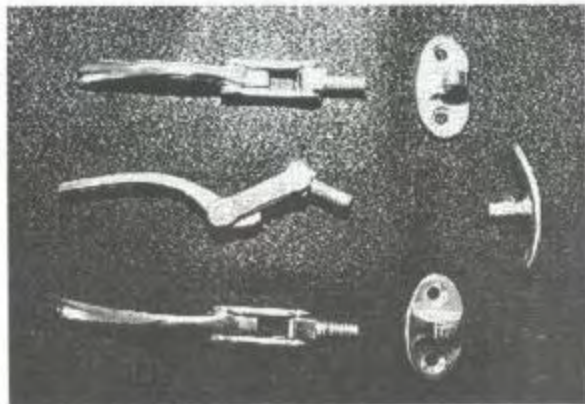
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